

Bridge Widening Project  
I-20 Newton County, Mississippi

**Project No. IM-0020-02(078)/105444301**

**QUESTIONS RECEIVED AS OF SEPTEMBER 26, 2011**

**1. Section 15.4.7 of the RFP describes the process of removing the existing joint armor and reconstructing the expansion joint. Is it the intent of the Owner to have the contractor remove the full depth of the slab within the designated 2'-0" on each side of the joint? Is it also the intent of the Owner for the existing end diaphragms to remain in place after removing the slab?**

The intent is for the full depth of the deck slab to be removed within two feet on either side of the joint. See the Addendum for revisions to Section 15.4.7 of the Technical Specifications.

**2. Section 15.4.7 of the RFP describes the use of a 1" deep saw cut to provide a neat demolition line during the joint reconstruction. Based on recent experience there is the potential for a saw cut of this depth to cut existing reinforcing. Would a saw cut of 1/2" depth be acceptable?**

The depth of the saw cut should be adjusted accordingly so as not to damage the existing longitudinal reinforcement.

**3. Section 904 defines the project limits to be "100 feet in advance of the existing guardrail to a distance of 100 feet beyond the end of the bridge." At bridge 116.8A, the approach guardrail extends approximately 700' from the bridge end. Will construction at this site be required to extend 100' upstream of the existing rail?**

The beginning and ending termini of construction for each bridge will be 100 feet in advance of the existing guardrail to a distance of 100 feet beyond the end of the bridge. However, there will be no work required to the HMA pavement on the through lanes at these bridge sites. Pavement would only be required where new guardrail is installed (pavement under the guardrail), where new widened shoulder is installed, or if specifically identified in the scope of work by addendum. Proposer should determine the length of guardrail that will need to be replaced in this area and what is to remain as part of the slope protection.

**4. Related to this same site, the outside approach guardrail of bridge 116.8B extends to a point less than 100' from the end of bridge 116.7B and the outside approach guardrail of bridge 116.7A extends to a point less than 100' from the end of bridge 116.8A. Based on this condition, should the approach guardrails for these structures be extended to tie to the preceding structure or will terminal ends be required?**

The guardrail between bridges 116.7 to 116.8 should be extended to tie to the preceding structure. The guardrail may be spliced if it meets current standards and the splice length is sufficient to meet standards. See answer to #10 below.

**5. Also, immediately east of bridges 116.8A & 116.8B as well as between these structures and bridges 116.7A & 116.7B, the existing foreslopes are excessively steep. It is questionable if there is room within the existing right of way to bring these into compliance with current standards. Will improvements along these slopes be required or will the slopes remain untouched and continue to be protected with guardrail?**

Slopes are to be retained as-is in this area and remain untouched and will continue to be protected with guardrail.

**6. Will the Contractor be permitted to construct temporary crossovers to place both directions of travel onto one side of the roadway?**

No.

- a. **When running both directions of travel on one side of the I-20 roadway, will barrier separation be required? Will both directions of travel be allowed to use an existing bridge before widening? Will a design speed of 55 mph be allowed for the crossovers? Will the existing bridge width force the establishment of detour route signing on US 80 for overwidth loads?**

No longer applicable, since answer to first question is No.

**7. Will the Contractor be allowed to establish an offsite detour for Hickory – Little Rock Road? There is a reasonable and direct detour available for through traffic on Hickory – Little Rock Road.**

Yes.

- a. **From Hickory –Little Rock Road to the north, the detour route would follow Rose Road west to SR 503, then turn onto SR 503 through the interchange with I-20 to the intersection with Edwards Road, and then follow Edwards Road to Hickory –Little Rock Road. The total detour route distance is about 3.7 miles (approx. 0.5 miles of Rose Road is unpaved).**
- b. **From the MDOT website traffic volumes page, the ADT on Hickory –Little Rock Road was 450 vehicles per day in 2009.**

**8. Do you anticipate full depth removal to replace the road irons at the joints, or partial depth down to the top mat of steel?**

Road irons should be removed, not replaced. See the Addendum for details regarding the joint reconstruction (Section 15.4.7 of the Technical Specifications).

**9. Since today is the last date to submit questions, will we be allowed to ask any more questions pertaining to any addendums which may come out at a later date?**

No.

**10. Regarding existing guardrail runs; will the Contractor be allowed to splice new guardrail into a long run of existing guardrail? How long must a run of approach guardrail be before guardrail splicing will be allowed? Must the existing guardrail meet current MDOT specs in order for guardrail splicing to be allowed, or, if the existing guardrail is below current standards, will an entire long run of guardrail need to be replaced?**

If the guardrail is not within current standards, the entire run of guardrail will need to be replaced. Splicing will be allowed as long as the guardrail to be spliced meets current MDOT standards, is in functioning condition, and the splice is in compliance with MDOT standards.